

JBT3 ENTERPRISES, INC.

Real World Experience for Your World
Business Plans, Profit Analysis, Finance & Operations

DEPT. OF TRANSPORTATION
OFFICE

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Fourth, as time slots fill or become more expensive, the overflow can move to at least one of two places. It can migrate 1) to other nearby time slots in the same airport or 2) to other airports in or around existing facilities. Arguably, air service currently is not as widely distributed because air carriers generally are allowed, if not encouraged, to expand at one airport. Frequently, as has been the case in Atlanta, we prefer to add more runways to a facility and cram more take-offs and landings into limited time slots. And then wonder why we have delays and frustration.

By conceding that a limited number of planes can go & come in a given time and auctioning those times, we constrain supply at a given facility. Some have argued that we should not constrain supply but should continue to build more runways. If runways are like highways, closets and time, we'll always fill them up, no matter how many or how much we have or how big they may be. As an aside, I'd really rather not change planes in Atlanta in the Year 2025 and have to take a shuttle to new terminal ZZZ half way to Macon.

What if we allowed an airport to "fill-up", i.e. max out its supply, at least during certain times of the day? Might this situation not encourage us to develop other airports? Surely, technology and the talent of our air carriers could discover as yet undiscovered ways to operate cost effectively from multiple locations in a geographic area. Just think, 6 p.m. flights taking off not only in Atlanta, but also in North Atlanta, Macon, Albany or Savannah... direct to other destinations... and all because the Atlanta airport had limited capacity. Might be a good thing for Georgia and other states in a similar situations. The benefits of competition.

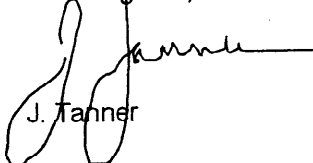
And, oh yes, consumer behavior for you & I would change, too. We might opt for less expensive time slots in Atlanta since air carriers will want to pass on the cost of buying prime time slots. Or we might prefer to go and come from another airport that is smaller, provides less expensive fares, or is closer to us. Just think, a nation full of airports providing comparable services, rather than huge facilities with everything and small, inferior locales that transit through the huge location anyway. The possibility of access to comparable services and products at all locations -- kind of like Wal Mart. More or less the same stuff with the same service wherever you are. Thankfully, we don't all have to converge on Atlanta to get our stuff in Georgia.

So, finally and in closing, we have a wonderful opportunity to distribute air service beyond its current locations; improve take-off and landing performance; and, in all probability, increase competition. Yes, the airlines will scream it can't be done; it will bankrupt us; it will drive fares through the ceiling; this current inconvenience is only a temporary problem and if the FAA would...and on and on. And, yes, regulators will prefer to convince us that we really do want massive airports in current locations because the hub & spoke system is divine, created by God, Himself, and, besides, its really what we want; it's good for us and if the air carriers would... and on and on.

So, thankfully, common sense which sometimes is not so common ultimately will prevail. Placing value on specific time slots through an auction process may create positive benefits for all of us in the long run. Deregulation didn't kill the industry as many promised; this proposal won't either.

Thanks for allowing me to share this perspective.

Best Regards,



J. Tanner

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Date & Time: 06/07/2001 11:14:01 AM

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Re: AIRPORT CONGESTION: TAKE-OFFS & LANDINGS

Please review attached & contact me if you'd like to discuss further.

Thanks,

J. Tanner
Peachtree City, GA

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June 06, 2001

Senator Zell Miller
United States Senate
Washington D.C.

Representative Mac Collins
United States Representative
Washington D.C.

BY FAX

Gentlemen:

Thank you for representing me and all Georgians in our U.S. Congress. I appreciate the hard work and dedication of both you & your staff to the process of governing our United States.

As part of that process, please consider the following suggestion for addressing congestion at our Nation's airports, a pressing issue for the FAA and all of us, particularly as summer travel begins.

Could Take-Off and Landing times be auctioned month to month; year to year; or on some other rolling cycle?

Well, I suppose we all know that it "could" be done. Certainly, the technology is there to coordinate the process and the talent is in place to determine reasonable quantities for maximum take-offs and landings during any given period. But is the will there? Do we believe it's possible?

For now, I'll not bother with drawbacks and limitations. Critics and those constrained by current paradigms will be quick to fill that gap. Perhaps, though, quickly describing possible benefits would assist you and your staff with future discussions and possibilities.

First, you might say we're trying to put too many folks & too many shovels in the hole at one time...we can't get the hole dug 'cause it's too crowded. I think it's called diminishing returns. Similarly and though well intended, we continue to try to cram more planes into fixed, peak time slots and then wonder why we're tripping over one another and experiencing delays. Hummm...what's wrong with this picture?....

Second, I've heard / read industry experts state that the hub & spoke system is the most efficient, and it's here to stay. Can't disagree with that. And being in business myself, I'd agree that one or a few locations that can do everything is kind of nice...when you can pull it off. What utility, retailer, manufacturer, transportation company, or distributor doesn't long for the simplicity and efficiency of having everyone come to him/her at one location? After a minute or so, we wake up, snap out of it and move on, realizing that competition demands creativity and struggle to push services out to our customers, and government prefers that we steer clear of monopolistic behavior. So, we compete and we innovate.

Third, take-off and landing slots for the most part are free. Demand for prime slots is insatiable. Auctioning those slots places economic value on particular times. Clearly, a 6 p.m. slot may be far more valuable than a 1 a.m. position. With no economic pressures to modify behavior, we all tend to grab for the best piece of the pie and then blame someone else if it's ruined or spoiled. Introducing a tool that creates legitimate forces to balance Supply and Demand might also encourage more rational scheduling.

ZELL MILLER
GEORGIA

A20010614019

United States Senate

WASHINGTON, DC 20510-1006

June 12, 2001

The Honorable Norman Y. Mineta
Secretary of Transportation
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, D.C. 20591

Dear Secretary Mineta:

I have recently received a letter from a constituent addressing ways to eliminate congestion at our nations' airports. I would appreciate your comments and insights into the issues addressed in this letter. I have attached a copy of the letter for your reference.

Thank you for your assistance in this matter. If you require additional information, please contact my transportation assistant, Pamela Dale, at 202/224-3643.

With kindest regards, I am,

Sincerely,



Zell Miller

EXECUTIVE SECRETARIAT

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OFFICE OF THE
ADMINISTRATOR

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June 25, 2001

Honorable Jane Garvey
 Administrator
 Federal Aviation Administration
 800 Independence Avenue, S.W.
 Washington, D.C. 20591

Dear Administrator Garvey:

There is a great deal of discussion today about congestion of the airways, and rolling delays at larger airports throughout the nation. Solutions being considered by the Federal Aviation Administration (FAA), Air Transport Association (ATA), and certain large congested airports focus on airspace reconstruction and building new runways at the nation's busiest airports. Unfortunately, a very important element is being conspicuously omitted: better utilization of our secondary airports.

As we are all aware, there is significant unused capacity throughout our secondary airport system. Efforts should be undertaken to utilize this excess capacity prior to the construction of new, very expensive runways. If airlines would provide services needed by the communities supporting the nation's secondary airports, such as non-stop flights to their top O & D cities (by-passing the mega-hubs), some runway construction could be delayed or eliminated.

By demonstrating a willingness to solve a national problem utilizing a holistic approach, a total buy-in from all concerned parties could be achieved. However, failure to recognize the important element of utilizing our secondary airports will surely result in negative reactions from news media, communities, and secondary airports; and the continuing need to address exponential growth of transfer passengers/aircraft transfer banks at already congested mega-hubs.

We, therefore, urge the FAA to include in its efforts to solve this most important problem better utilization of the nation's secondary airports, thereby providing a complete solution to a most troubling issue.

Sincerely,


 JAMES C. JOHNSON, A.A.E.
 Executive Director

C→ Honorable Norman Y. Mineta
 Honorable John Mica
 Honorable Dave Weldon
 Chairman/Members, Melbourne Airport Authority
 Don Reilly
 Ed Faberman